

FEDERAL MARITIME COMMISSION

DOCKET NO. 14-02

**OCEANIC BRIDGE INTERNATIONAL, INC. – POSSIBLE VIOLATIONS OF
SECTION 10(a)(1) OF THE SHIPPING ACT OF 1984**

SECOND ORDER TO SUPPLEMENT THE RECORD

The shipping documents submitted with the Bureau of Enforcement's motion for decision on default indicate that on each shipment at issue in this proceeding, respondent Oceanic Bridge International, Inc. (Oceanic Bridge), operating as a non-vessel-operating common carrier (NVOCC), issued a bill of lading assuming responsibility for transportation of cargo by water from a port or point in a foreign country to a port or point in the United States. (*See, e.g.*, BOE App. at 10.) On each of those shipments, another entity located at the same address – OBI Shipping, Inc. (OBI) – issued an arrival notice (*see e.g.*, BOE App. at 9) and issued a check to Maersk Line paying for the shipment. (*See, e.g.*, BOE App. at 6.) The Verified Statement of Nash D. Asandas (VS Asandas) states that OBI is also licensed by the Commission as an NVOCC, that Oceanic Bridge and OBI are separately incorporated legal entities, and that Oceanic Bridge and OBI maintained separate bonds and tariffs. (VS Asandas ¶¶ 31.) Asandas also states that OBI was subject to its own enforcement action. (VS Asandas ¶¶ 26-29.) The relationship between Oceanic Bridge and OBI may be relevant to the issue of Oceanic Bridge's notice of this proceeding. It is hereby **ORDERED** that on or before July 23, 2014, BOE supplement the record by answering the following question and filing the requested documents:

1. Do Oceanic Bridge International, Inc., and OBI Shipping, Inc., have overlapping officers, directors, and employees?
2. File copies of the articles of incorporation of Oceanic Bridge International, Inc., and OBI Shipping, Inc.


Clay G. Guthridge
Administrative Law Judge